

JUDGE K. M. LANDIS

REAR OF MAN WHO BROUGHT ROCKEFELLER TO COURT.

Has Been Noted for His Determination Throughout His Career of Distinction—Experience as Secretary to Gresham.

Chicago—Man who have followed the career of Judge Kenesaw Moun-
tain Landis, who issued the subpoenas which brought John D. Rockefeller and other high Standard Oil officials into his court in Chicago recently, are not surprised at the determination he has shown to get the bottom facts in connection with the case of the Standard Oil company of Indiana. Judge Landis has been a careful character wherever he has been placed.

A thorough American, well grounded in the law, indefatigable, not to be swayed from a purpose once fixed—such is the judge who told John S. Miller, an attorney, of "immunity" from evidence in order that Judge Landis might know what sums would constitute just and equitable fines in the case wherein the Standard Oil company, of Indiana, had been found guilty by a jury in a federal court.

Directness and thoroughness won the esteem of the foreign diplomats at Washington and of the American statesmen and politicians as well when he served as private secretary to Walter Q. Gresham, secretary of state in the cabinet of President Cleveland.

It is related that upon one occasion Mr. Landis, acting for Mr. Gresham, clashed with the wishes of Cleveland, and the president sought his removal. But so attached to Secretary Gresham became to the



KENESAW M. LANDIS.
Federal Judge Who Hailed Rockefeller into Court.

young man that he stood up loyally for his subordinate, and when Mr. Cleveland found that to take Landis' side he would have to take Gresham's side, he acquiesced in the situation. Later Landis and the president became strongly attached to each other. A man of striking features is Judge Landis, whose tangled iron gray hair gives him the appearance of a man much older, for the judge is not quite 40. He was born in Millville, O., November 20, 1856, and is the sixth child of Dr. Abraham H. Landis, who during the civil war was a surgeon in the Twenty-fifth Ohio regiment. It is to the fact that his father was badly wounded at the battle of Kenesaw Mountain that the judge owes his peculiar baptismal names.

At the age of seven he went with his parents to Logansport, Ind., where he attended public school. As a boy he carried papers. Then he became a reporter on the Logansport Journal. He studied stenography, and from 1883 to 1886 was official stenographer of the circuit court of Lake county, Ind. Coming to Chicago, he entered the Union College of Law, from which he was graduated in 1890. He was admitted to the bar, and at the time when Secretary Gresham chose him for his private secretary and confidant he was one of the instructors in the Northwestern University Law school. While in Washington Landis gained most valuable knowledge of men and things, which proved helpful in his later years. He came to know Mr. Gresham so well that he divined intuitively the famous Kentuckian's every wish, and Landis often assumed great responsibilities in the absence of his superior, invariably to be backed up in what he did by the secretary of state, who had implicit confidence in him.

He relieved his chief of as much of the burden of the office as possible, and he came to be known in and out of the department as having Gresham's sanction for all matters in which he assumed authority. Thoroughness and directness characterized his every act, and being gifted with tact and fine judgment, he knew as well what matters to let alone as what to take up. He made friends with all who had business with the department, and especially was well liked by many members of the diplomatic corps.

On first arrival he shunned the social side of diplomatic life, but before he left he was well broken in to the dress coat and reception habit.



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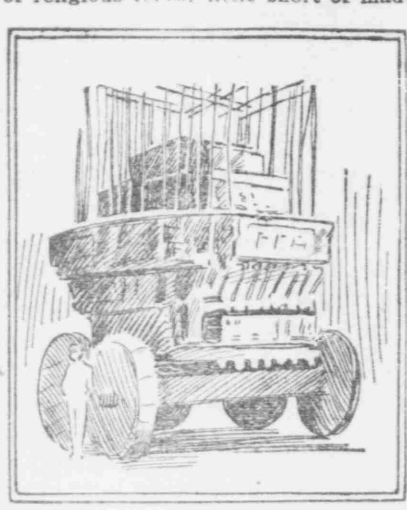
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THE CAR OF JUGGERNAUT.

Fanatics Believe That to Be Crushed Under It is to Gain Heaven. London.—In the third week in June, following a custom established over a thousand years ago, Hindus by tens of thousands flocked to Pouri, in Orissa, India, for the religious Festival of Juggernaut. From the temple the famous Car of Juggernaut was brought forth and dragged through the streets. It headed the annual procession of devotees of the god Vishnu, or Juggernaut, Lord of the Universe, whose image, or statue, without legs and with stumps of arms, rests within the colossal car.

Hundreds of pilgrims harness themselves to the stout cables by which the car is drawn. As they pull the ponderous car on its clumsy wheels many work themselves up to a degree of religious fervor little short of mad-



Famous Car of Juggernaut.

ness. And fanatics attempt to throw themselves to destruction under the murderous wheels, as a voluntary sacrifice to their idol. British civil officers prevent any act of suicide.

Hindus believe that to gain the favor of Juggernaut opens for them the gates of heaven. Therefore, in the days before the British occupation of India, natives occasionally cast their bodies under the car to be crushed to a pulp, the belief being that self-immolation thus would be speedily rewarded by entrance into Paradise.

The car is 43 feet high. Its wheels are each more than six feet high. A wooden cage around the top, an addition of recent years, keeps fanatics from jumping upon their idol within. Body and wheels are of wood beautifully sculptured and inlaid, and for the festival the car is draped with gold cloth.

STRIKING SOLDIER STATUE.

Mr. Newman's Fine Work for New York Building at Jamestown.

New York.—When recounting how he got his inspiration for his "Spanish War Veteran," a statue executed for the rotunda of the New York state building in the Jamestown exposition, Mr. Allen G. Newman relates an amusing experience he had at West Point, and which formed a determining factor in his choice of a model. He went up to West Point while looking for material for a soldier's monument. "Out on the parade ground," says Mr. Newman, "was a company of artillery. They drilled as well as cadets, but on account of the uniform I asked a regular who passed if they were cadets or regulars. "He answered with pride, 'No. Dose arn't cadets. Dose are sogers.'"



Statue of Spanish War Soldier.

Mr. Newman was born in New York city in 1875. In 1897 he entered the studio of Mr. J. Q. A. Ward to study and work under that sculptor for the next three years, a favor which the "dean of the profession" has extended to but few. The student's most lasting impression from his experience was a desire to keep as close as possible to nature in his work and to develop simplicity of expression. After this he modeled as assistant to several sculptors, finding this an excellent school, affording him opportunity to see and study how different men work.

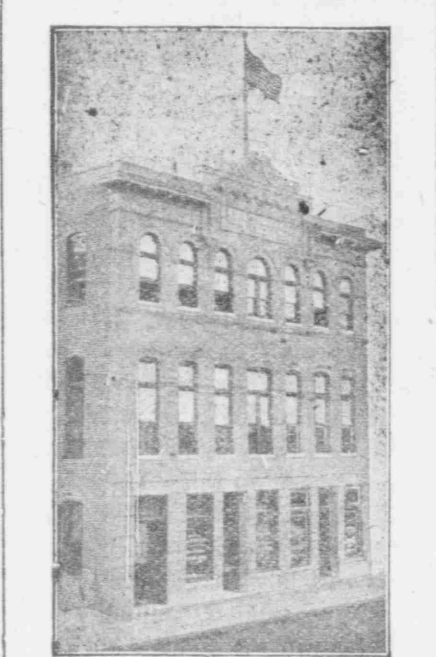
The "Spanish War Veteran" has a quality that is very valuable in sculpture subjects of this kind—repose, which yet suggests ample capacity for action.

Ever Notice It? Little Willie—Say, pa, what is fame? Pa—Fame, my son, is the thing that makes everybody want to shake hands with a man.—Chicago News.

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LONGEST STEEL BRIDGE.

Will Be Built by Railroad Over Hell Gate.

New York.—Another step in the progress of the Pennsylvania railroad's New York tunnel extension was taken recently when plans for the East river bridge of the New York connecting railroad were submitted to the municipal art commission for its approval.

This bridge will form part of a steel viaduct more than three miles long, connecting the New York, New Haven & Hartford railroad system in the Bronx with the Long Island and the Pennsylvania.

It will be the longest and heaviest steel bridge in the world. Eighty thousand tons of steel will be used in its construction. It will carry four railroad tracks imbedded in stone ballast so as to render the structure noiseless.

When it is completed New York will enjoy for the first time a through all-rail route between New England and the south and west.

Plans for the bridge over the waters of the Hell gate show a steel arch span of 1,000 feet between abutments. These abutments are stone towers dividing the arch bridge proper from the steel viaducts that form approaches to it. The towers will rise to a height of 200 feet and will contain rooms needed for railroad operation. The tracks themselves will be 140 feet above the water.

Besides planning a bridge of ample strength the company has endeavored to make it a thing of beauty, an architectural creation.

Baden's Physique on Wane. Berlin.—Curious statistics were gleaned in southern Baden in the recent enrollment of recruits. In the Lindau and Allgau districts out of 604 young men liable to service only 20 were found to be up to the physical standard of the military authorities. The peasantry of those districts were at one time among the most robust in the empire, but owing to the dearth of meat and milk their physique has sunk to a dangerously low level. Their principal food for years has been potatoes and skimmed milk.

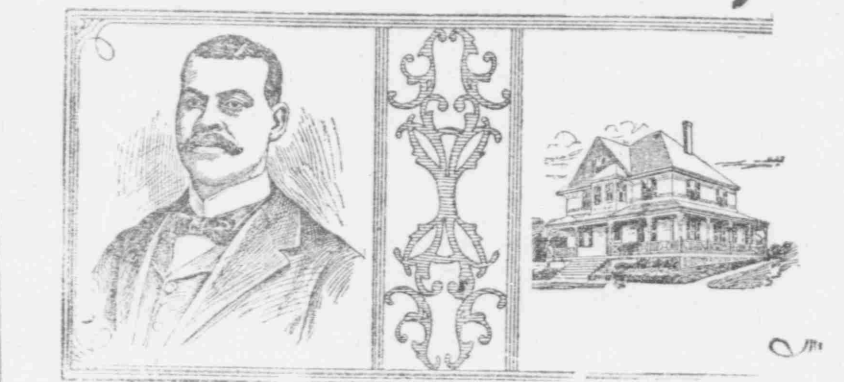
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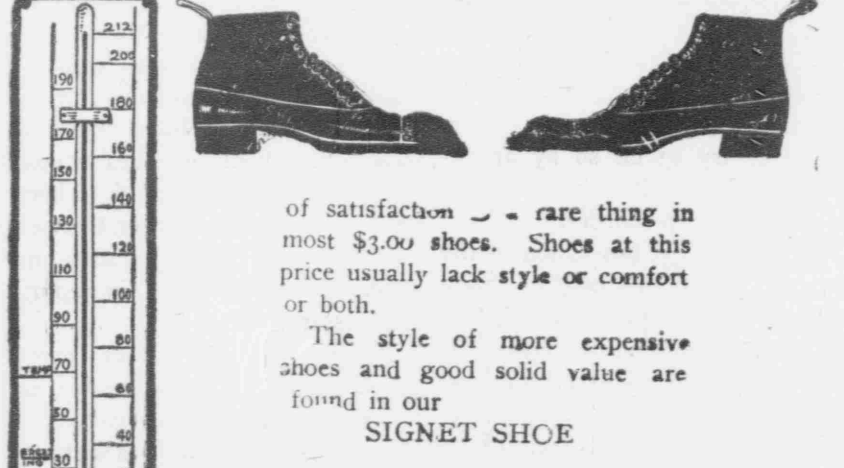
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